BRITISH COLUMBIA | Ministry of Justice

ANNUAL REPORT

2013

ENHANCED TRAFFIC ENFORCEMENT PROGRAM

A partnership between the Insurance Corporation of British Columbia (ICBC), the Royal Canadian Mounted Police (RCMP) "E" Division and the Policing and Security Branch, Ministry of Justice.

Cover photo courtesy ICBC: 2013 'Driving Awareness' multi-agency road check at Tete Jaune weigh scales, BC.

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List of Acronyms

ALPR	Automated Licence Plate Recognition
BAC	Breath Alcohol Content
BC	British Columbia
BCACP	British Columbia Association of Chiefs of Police
BCAMCP	British Columbia Association of Municipal Chiefs of Police
BCP	BaitCar Program
CCC	*Criminal Code of Canada*
CVSE	Commercial Vehicle Safety and Enforcement
EE	Enhanced Enforcement
ERSEI	Enhanced Road Safety Enforcement Initiative
ET	Enforcement Team
ETEP	Enhanced Traffic Enforcement Program
EVDR	Emergency Vehicle Driving Regulation
GPS	Global Positioning System
JAG	Ministry of Justice
JMT	Joint Management Team
ICBC	Insurance Corporation of British Columbia
IMPACT	Integrated Municipal Provincial Auto Crime Team
IRP	Immediate Roadside Prohibition
IRSU	Integrated Road Safety Unit
ISC	Intersection Safety Camera
MOU	Memorandum of Understanding
MoTI	Ministry of Transportation and Infrastructure
MVA	*Motor Vehicle Act*
MVAR	*Motor Vehicle Act Regulations*
OiC	Officer in Charge
OSMV	Office of the Superintendent of Motor Vehicles (note name change May 2014 to RoadSafetyBC)
PPSA	Provincial Police Service Agreement
PSB	Policing and Security Branch
RCMP	Royal Canadian Mounted Police
RSU	Road Safety Unit
TSC	Traffic Safety Committee (BC Association of Chiefs of Police)
TSH	Traffic Safety Helicopter
VT	Violation Ticket

Minister's Message

It is my pleasure to present the 2013 Enhanced Traffic Enforcement Program Annual Report.

This report reflects a year of effort and achievement in priority traffic enforcement areas, as well as ongoing challenges and emerging areas of concern for traffic enforcement.

In 2013, the Enhanced Traffic Enforcement Program (ETEP) continued to use data-driven, intelligence-led strategies to improve operations and efficiency, while focussing on the following provincial enhanced traffic safety enforcement priorities:

- reducing incidents of high risk driving and road user behaviours, including distracted driving
- supporting enforcement efforts against alcohol and drug impaired driving
- renewing the province's auto crime enforcement strategy, and
- continuing to reduce serious injuries and fatalities on BC roads

A new ETEP Strategic Plan was adopted in 2013 to help guide the allocation of human and financial resources while aligning program efforts with BC's new provincial Road Safety Strategy 2015.

I want to acknowledge all the hard work that enforcement dedicates every day to saving lives and reducing injuries. In the year ahead, I commit to continue working with road safety partners to further reduce harm on BC's roads and support modern, appropriate tools for front line enforcement.

Together, we are working to make BC roads the safest in Canada.

Suzanne Anton QC
Attorney General and Minister of Justice

2013 Highlights

- The number of motor vehicle-related fatalities continued to decline from 292 in 2011 and 280 in 2012, to 269[1] in 2013.

- In 2013, the Intersection Safety Camera program saw the highest violation ticket charge rate since the program was upgraded in 2011, while violation ticket disputes dropped 12% from the previous year.

- In partnership with police throughout BC, Policing and Security Branch Road Safety Unit and the Canadian Police Knowledge Network began development of an online qualified breath technician reassessment tool to streamline training delivery, ensure standardized course content and create operational savings through training efficiencies.

- Integrated Road Safety Units operating in the four RCMP districts targeted two priority issues each for a total of eight performance targets; officers were successful in contributing to downward trends in seven out of the eight identified targets.

- The program partners surpassed their target of generating six earned media stories in 2013; more than 15 media releases relating to enhanced enforcement priorities and campaigns were issued in 2013.

[1] Data retrieved from TAS/ICBC report, June 30, 2014.

Enhanced Traffic Enforcement Program Mandate

To reduce harm on roads and vehicle crimes in BC through targeted enhanced enforcement and awareness efforts.

Program Overview

BC's Enhanced Traffic Enforcement Program (ETEP) has been in place for over a decade[2]. ETEP is the only program of its kind in Canada and is a collaborative effort between Policing and Security Branch, Ministry of Justice, the Insurance Corporation of British Columbia (ICBC), and the Royal Canadian Mounted Police (RCMP). Independent municipal police departments are represented as key partners through ETEP's Governance Council, Joint Management Teams (JMTs) and front-line police officers.

Under the MOU, ETEP annual funding is provided by ICBC with additional monies flowing to operational enforcement from the Provincial Police Service Agreement (PPSA) for police resources.

The Road Safety Unit (RSU) is responsible for delivering BC's Enhanced Traffic Enforcement Program. The RSU works closely with its funding partner ICBC and its primary program delivery partner RCMP "E" Division Traffic Services. Program funding supports dedicated traffic enforcement units, road safety research, policy and oversight, evaluation, consultation and collaboration, communications and advertising, intelligence-led policing and advancing the use of new enforcement technologies.

RSU's responsibilities include: administrative and financial oversight of the program; managing the funding for the Integrated Road Safety Units (IRSUs), the Integrated Municipal Provincial Auto Crime Team (IMPACT) and BaitCar; operation of the Intersection Safety Camera (ISC) Program; and supporting the business of the BC Association of Chiefs of Police Traffic Safety Committee. The strategic principles governing ETEP are:

- Evidence-based enforcement strategies
- Sustainable and accountable program delivery
- Effective monitoring, measurement and evaluation
- Support for road safety systems improvements, integrated policing and partnerships
- Promote public awareness of road safety enforcement activities

These principles guide the development, delivery and evaluation of enhanced road safety enforcement initiatives with the aim of making BC roads the safest roads in Canada.

[2] The first MOU was signed in December 2003. See ICBC and Minister of Public Safety and Solicitor General *Traffic and Road Safety Law Enforcement Funding Memorandum of Understanding*.

Enhanced Traffic Enforcement Program Governance

The governance and accountability processes of the Enhanced Traffic Enforcement Program (ETEP) are transparent, reflect the responsibilities of the key partners and ensure that obligations are upheld and objectives achieved.

Membership on the Governance Council is comprised of four Directors or their delegates, representing the following:

- Assistant Deputy Minister and Director of Police Services (Chair), Ministry of Justice
- ICBC Director of Road Safety
- BC Association of Municipal Chiefs of Police (BCAMCP) representative (not same as Advisory Committee member), and
- RCMP Assistant Commissioner Criminal Operations & CORE Policing

The primary purpose of the Governance Council is to ensure that the funding provided under the MOU is spent on ETEP programs[3] in a cost effective manner, and that ETEP contributes to improved road safety and fewer injuries and fatalities on BC roads. Governance Council also provides advice on improving road safety outcomes in BC and on the continuation of ETEP.

The duties and responsibilities of the Governance Council are: review and approve the Advisory Committee duties and responsibilities; provide advice to Policing and Security Branch (Road Safety Unit) on the development and implementation of the strategic plan for ETEP; review and endorse ETEP Operations Plans, including annual program budgets, and Annual Reports; monitor the performance of ETEP towards the approved strategic objectives and against the Operations Plan and, where appropriate, review and recommend any significant changes to ETEP.

Figure 1 ETEP Governance Model

There is also an Advisory Committee to the Governance Council. The Advisory Committee includes representation from government, police agencies and ICBC. The Advisory Committee acts as a consultative body by providing stakeholder input and feedback on the ETEP, including activities and policies.

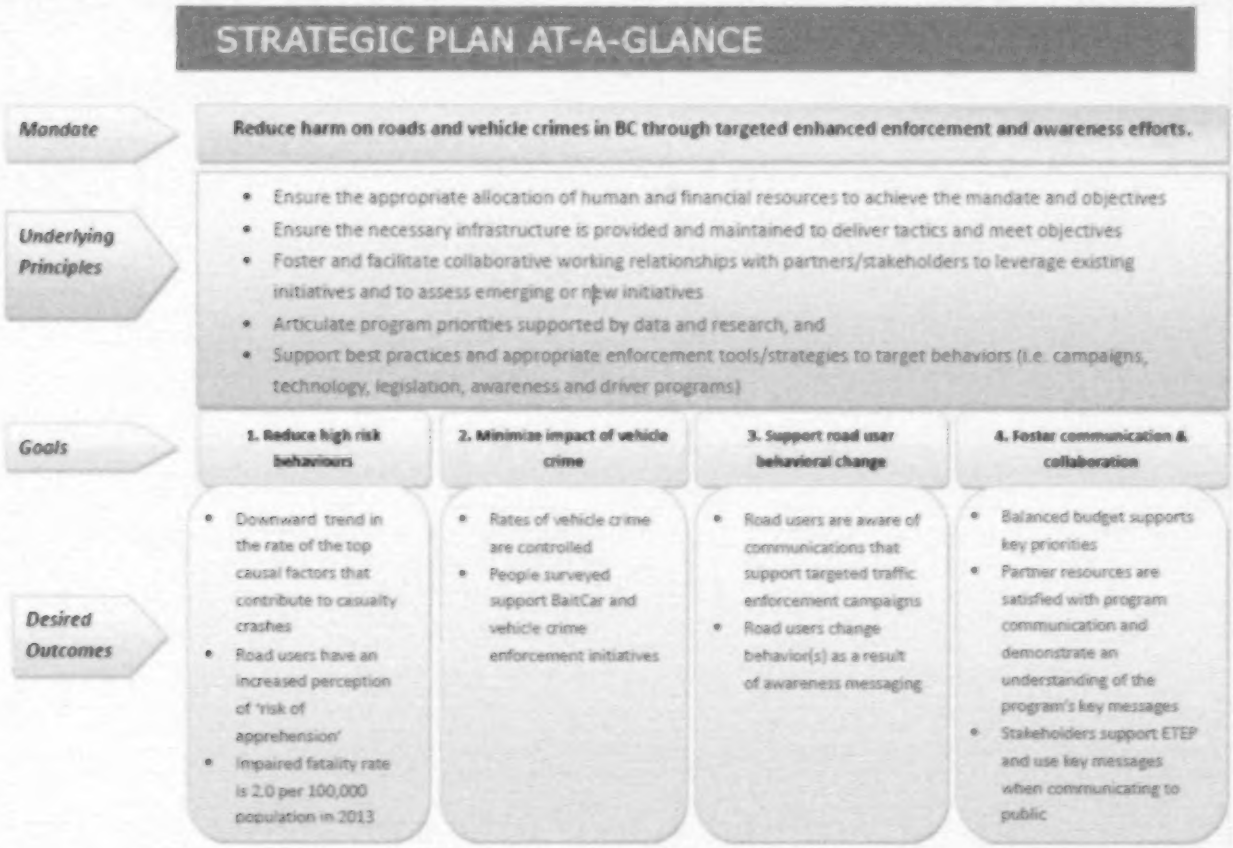
The Integrated Municipal Provincial Auto Crime Team (IMPACT) Policy Board, comprised of senior representatives from "E" Division Major Crimes, BCAMCP, as well as ICBC, Criminal Justice Branch and Policing and Security Branch, also meets regularly to review IMPACT strategies and provide policy guidance to the provincial integrated auto crime program.

[3] Schedule C of the Traffic Law Enforcement Memorandum of Understanding (MOU).

Strategic Plan

The ETEP Strategic Plan guides the development, delivery and evaluation of enhanced road safety enforcement tactics and initiatives that contribute to improved road safety in BC.

Figure 2 ETEP Strategic Plan 2012 to 2017[4]


STRATEGIC PLAN AT-A-GLANCE
Mandate
Reduce harm on roads and vehicle crimes in BC through targeted enhanced enforcement and awareness efforts.
Underlying Principles
Ensure the appropriate allocation of human and financial resources to achieve the mandate and objectives
Ensure the necessary infrastructure is provided and maintained to deliver tactics and meet objectives
Foster and facilitate collaborative working relationships with partners/stakeholders to leverage existing initiatives and to assess emerging or new initiatives
Articulate program priorities supported by data and research, and
Support best practices and appropriate enforcement tools/strategies to target behaviors (i.e. campaigns, technology, legislation, awareness and driver programs)
Goals
1. Reduce high risk behaviours
2. Minimize impact of vehicle crime
3. Support road user behavioral change
4. Foster communication & collaboration
Desired Outcomes
Downward trend in the rate of the top causal factors that contribute to casualty crashes
Road users have an increased perception of 'risk of apprehension'
Impaired fatality rate is 2.0 per 100,000 population in 2013
Rates of vehicle crime are controlled
People surveyed support BaitCar and vehicle crime enforcement initiatives
Road users are aware of communications that support targeted traffic enforcement campaigns
Road users change behavior(s) as a result of awareness messaging
Balanced budget supports key priorities
Partner resources are satisfied with program communication and demonstrate an understanding of the program's key messages
Stakeholders support ETEP and use key messages when communicating to public

The underlying principle is to identify, by way of research and data analysis, the most effective enforcement strategies to target dangerous driving behaviors and assist in reducing vehicle crimes. This includes enforcement and public awareness campaigns, technology, policy and legislation.

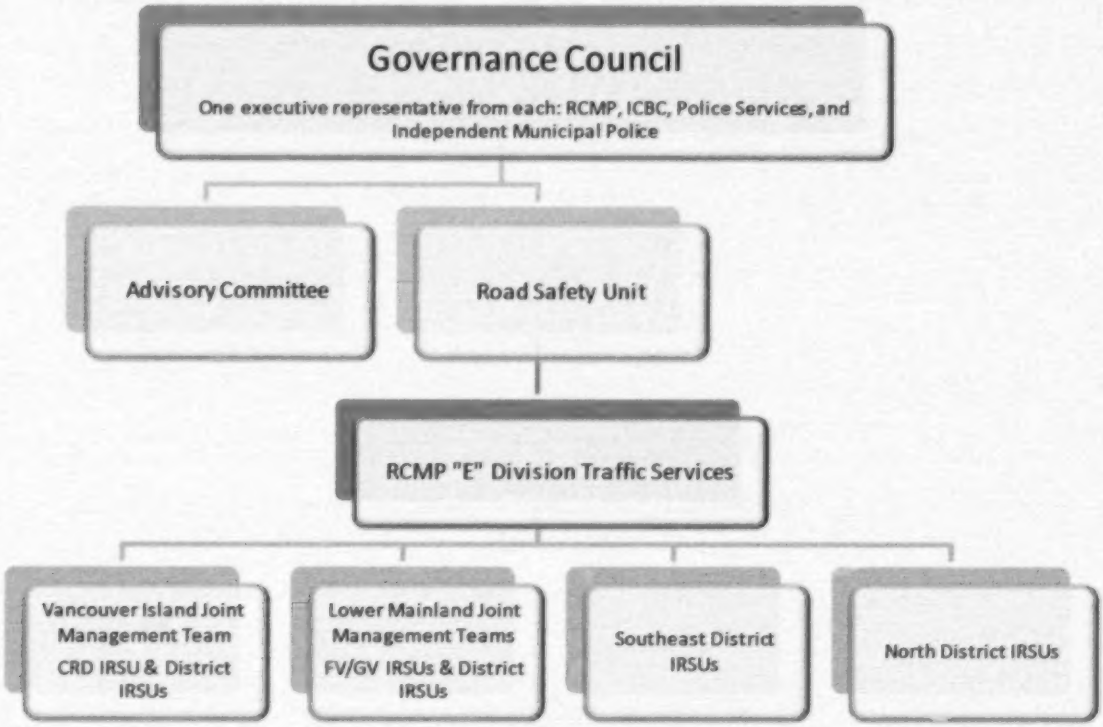
Full details can be found in the Ministry of Justice *Strategic Plan 2012 - 2017 Enhanced Traffic Enforcement Program*[5].

[4] Taken from the 2012/13 publication *2012-2017 Enhanced Enforcement Program Strategic Plan.*
[5] http://www.pssg.gov.bc.ca/policeservices/shareddocs/enhancedtrafficenforcementstrategicplan2012_17.pdf

Integrated Road Safety Units

Enhanced road safety enforcement initiatives are delivered primarily through Integrated Road Safety Units (IRSUs). IRSUs were first established in 2004. IRSUs are made up of both RCMP and independent municipal police officers and are located throughout the province. IRSU officers focus solely on targeting dangerous driving behaviours that contribute to injury and fatality collisions. These dedicated enforcement units, along with targeted overtime campaigns, deliver targeted enforcement to address the province's most serious road safety issues.

Figure 3 IRSUs as part of the Enhanced Traffic Enforcement Program


Governance Council
One executive representative from each: RCMP, ICBC, Police Services, and Independent Municipal Police
Advisory Committee
Road Safety Unit
RCMP "E" Division Traffic Services
Vancouver Island Joint Management Team
CRD IRSU & District IRSUs
Lower Mainland Joint Management Teams
FV/GV IRSUs & District IRSUs
Southeast District IRSUs
North District IRSUs

Currently there are over 180 authorized dedicated traffic enforcement officers from the RCMP and independent municipal police departments serving in 19 IRSU locations throughout the province[6]. Because traffic problems do not stop at municipal boundaries, IRSUs work across traditional police jurisdictions to address the province's most serious road safety issues that contribute to casualty crash reductions.

IRSU officers use marked vehicles, unmarked vehicles and motorcycles to conduct traffic enforcement. IRSU officers also enforce commercial vehicle standards, deal with criminal offences, such as drugs and money laundering, and assist municipal and provincial traffic enforcement units with strategic traffic enforcement operations.

[6] http://www.pssg.gov.bc.ca/policeservices/contactpolice/index.htm#irsu

Enhanced Traffic Enforcement Program 2013/14 Operations Plan

The ETEP 2013/14 Operations Plan, developed in consultation with MOU partners, sets out program priorities, activities and initiatives in support of the four program goals:

- Reduce high risk road user behaviours
- Minimize the impact of vehicle crime
- Encourage road user behavioural change
- Foster communication and collaboration

Enhanced enforcement resources and efforts are aligned to support these provincial road safety goals and priorities while reflecting unique regional circumstances. The 2013/14 annual gross program budget contribution by ICBC through the MOU was $23,766,000.

RCMP "E" Division Traffic Services manages the police operations portion of the budget on behalf of the program. Additional monies flow to the operational traffic enforcement portion of the program through the Provincial Police Service Agreement which ensures that for every dollar invested in provincial policing, the federal government provides a 30% contribution.

Photo credit ICBC: Roadside enforcement

The Enhanced Traffic Enforcement Program operates on a fiscal year starting April 1 and ending March 31. The RCMP gathers and generates program data on a calendar year, and the funding partner ICBC operates on a calendar year.

This annual report uses calendar year data and statistics; however, for some items such as government priorities and performance metrics, data presented reflects the fiscal year.

Provincial Road Safety Picture

Each year the provincial government sets provincial targets for overall traffic fatality and injury rates. The current provincial targets are based on annual reductions of three per cent from 2013 onward.

As traffic fatality and injury rates are affected by random variations from year to year, trends in the rates are most meaningful when considered over the long term. The influence of factors external to government programs must also be taken into account. Despite these considerations, reductions in fatalities and injuries over the long term remain good indicators of road safety improvements.

The Enhanced Traffic Enforcement Program targets specific dangerous driving behaviours that most often contribute to serious injuries and fatalities.

The provincial government has identified alcohol-related fatalities as a provincial road safety priority and set specific targets for harm reduction in this category. Further discussion on alcohol-related casualties and targets can be found in the targeted enhanced enforcement priority section of this report (see page 10).

Table 1 BC Motor Vehicle Fatality and Injury Rates

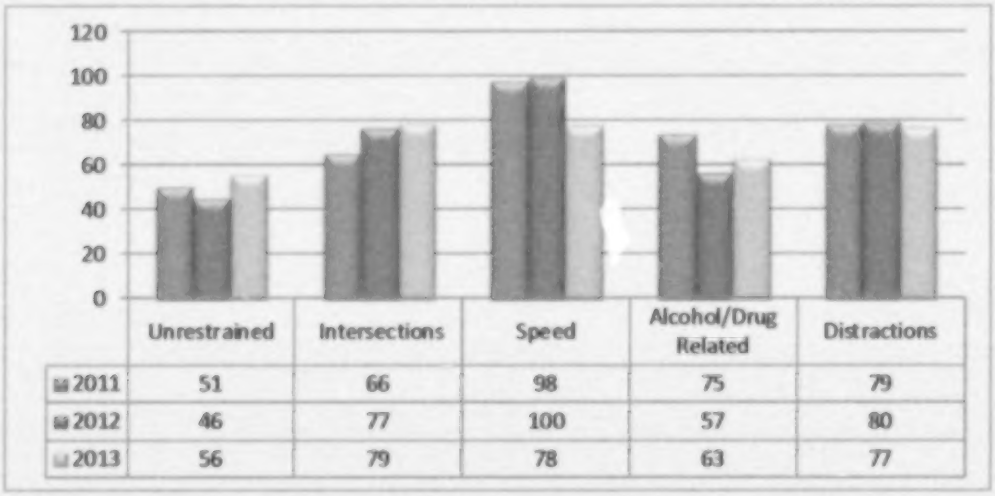
Performance Measure[7]	2005-2009 Baseline	2013 Forecast	2013 Actual[8]	2014 Target
Number of traffic fatalities per 100,000 population	9.2	5.8	5.8	5.8
Number of traffic injuries per 100,000 population	576.6	428.0	439.9[9]	418.5

To demonstrate the importance of targeting enhanced enforcement on priority areas, provincial figures for fatalities and injuries in the five contributing factor priority enforcement areas – unrestrained occupants, intersections, speed, alcohol/drug related, distractions – are presented in the following section.

The following graphs show that the number of fatalities increased in two of the five priority enforcement areas in 2013 compared to 2012: unrestrained and alcohol and drug related victims.

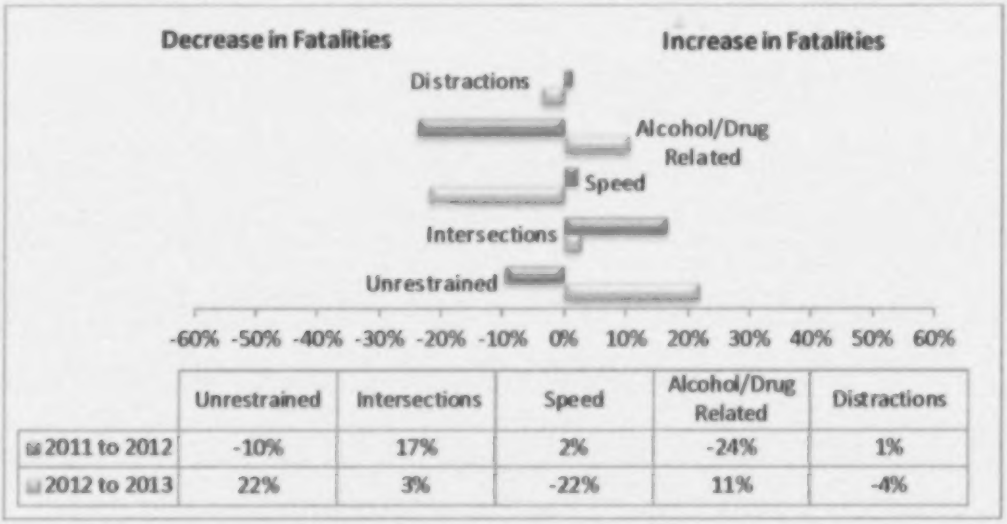
[7] JAG 2014/15 – 2016/17 Service Plan, page 33.
[8] BC Stats 2013 population count as of Oct 1, 2013; TAS data settles over time; to ensure the most accurate 2013 data is presented, the 2013 fatality count is taken from the ICBC TAS victim report dated July 2, 2014.
[9] BC Stats 2013 population count as of Oct 1, 2013; TAS all Injured Victim data from ICBC Q1 2014.

Figure 4 Summary of Fatalities [10, 11, 12] for Enhanced Enforcement Priority Areas (2011 - 2013) [13]



	Unrestrained	Intersections	Speed	Alcohol/Drug Related	Distractions
2011	51	66	98	75	79
2012	46	77	100	57	80
2013	56	79	78	63	77

Figure 5 Percent Change in Fatalities for Enhanced Enforcement Priority Enforcement Areas (2011 – 2013)



	Unrestrained	Intersections	Speed	Alcohol/Drug Related	Distractions
2011 to 2012	-10%	17%	2%	-24%	1%
2012 to 2013	22%	3%	-22%	11%	-4%

Pro-active and visible traffic enforcement, public awareness, improved road and vehicle engineering may all contribute to fatality reductions.

[10] Data retrieved from TAS and current as of March 31, 2014: numbers may continue to settle.

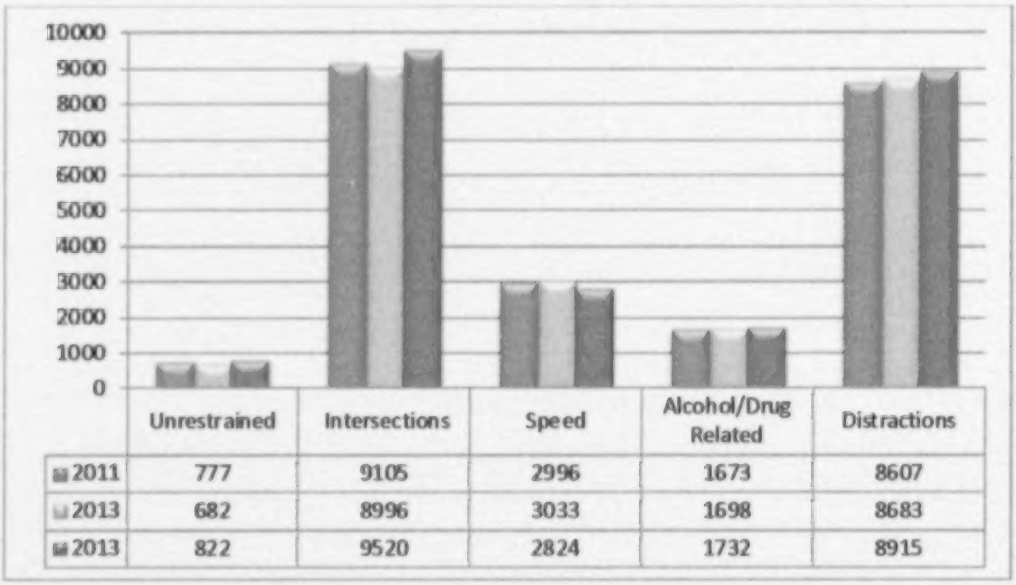
[11] Up to four contributing factors can be cited in a single motor vehicle collision; the five priority enforcement areas refer to counts of people killed in crashes. If a passenger was killed in a crash with two drivers involved, both impaired, the count would be one.

[12] Alcohol/Drug Related fatalities included people killed in incidents where one or more of the vehicles had contributing factors: Alcohol Involvement (10), Prescribed Medication(27), Ability Impaired by Alcohol (80), Alcohol Suspected (81), Drugs Illegal (15), Ability Impaired by Drugs (82), Drugs Suspected (83), Ability Impaired by Medication (84)

[13] Data from ICBC Victim report, 2014, Q1.

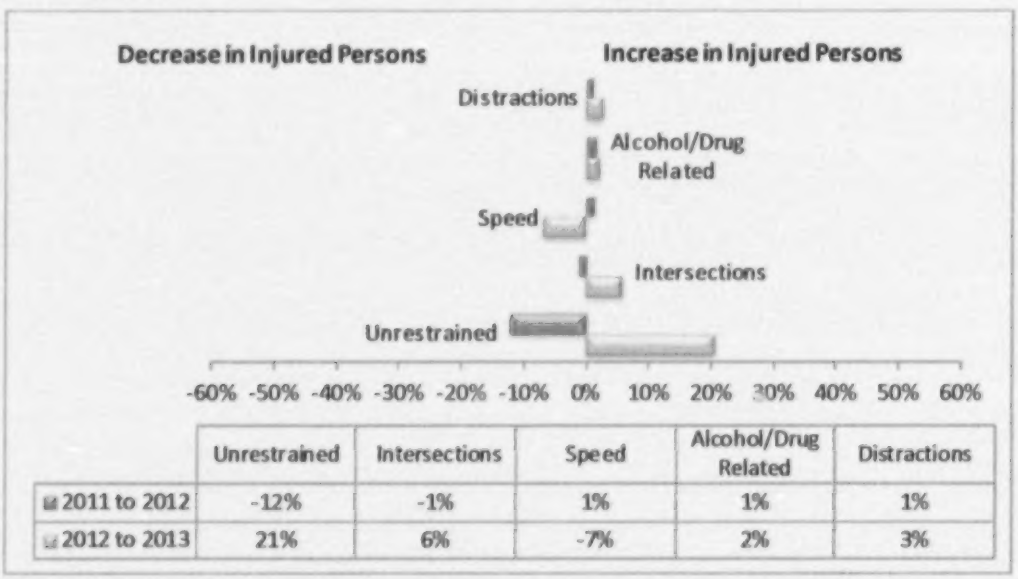
The next two graphs show that the number of injured persons increased in four of the five priority enforcement areas in 2013: unrestrained, intersections, alcohol/drug related, and distracted driving.

Figure 6 Summary of Injured Persons [14] for Enhanced Enforcement Priority Areas (2011 – 2013)



	Unrestrained	Intersections	Speed	Alcohol/Drug Related	Distractions
2011	777	9105	2996	1673	8607
2013	682	8996	3033	1698	8683
2013	822	9520	2824	1732	8915

Figure 7 Percent Change in Injured Persons for Enhanced Enforcement Priority Areas (2011 – 2013)



	Unrestrained	Intersections	Speed	Alcohol/Drug Related	Distractions
2011 to 2012	-12%	-1%	1%	1%	1%
2012 to 2013	21%	6%	-7%	2%	3%

[14] Up to four contributing factors can be cited in a single motor vehicle collision; the five priority enforcement areas refer to counts of people injured in crashes.

Provincial and Enhanced Enforcement Activities

The following section presents a provincial picture of violation tickets issued in the five priority enforcement areas. Enhanced enforcement (EE) output and analysis in these five priority enforcement areas is presented as part of the provincial total.

Impaired Driving: Alcohol

The BC government's goal was to reduce alcohol-related driving fatalities by 35% by 2013. According to a January 2014 government media release, there was a 52% decrease in motor vehicle fatalities involving alcohol.

The ETEP supported the provincial goal by providing: policy advice; government coordination; participation in the Breath Test Advisory Committee and the Committee of Regional Experts; dedicated funding for CounterAttack campaigns supported by enforcement advertising; and funding for Enhanced Road Safety Enforcement Initiatives (ERSEI) overtime enforcement.

CounterAttack

In 2013/14, a total of $450,030 was provided to independent municipal police departments who delivered over 4,200 hours of additional impairment-related enforcement between the Summer and Winter campaigns. ETEP CounterAttack funding makes important contributions to the provincial alcohol-related driving target. RCMP-policed jurisdictions also benefit from MOU-supported overtime funding through ERSEI to help fund CounterAttack efforts. Visible police enforcement keeps the issue of impaired driving in the public consciousness and supports an increased risk of apprehension.

Immediate roadside prohibitions under the provincial *Motor Vehicle Act (MVA)* came into effect in 2010. Since that time the use of *Criminal Code* charges for alcohol-impaired driving in BC has decreased. In 2013, IRSU officers documented 90 *Criminal Code* charges for alcohol-impaired driving. By comparison, in 2013 IRSU officers documented over 1,700 *MVA* offence provisions and administrative sanctions related to immediate roadside prohibitions.

Southeast District - Vernon/North Okanagan Detachment

Reporting on the 2013 winter impaired driving campaign and the national one day winter CounterAttack blitz, **infonews.ca**, the Okanagan's web and social media source for local news, featured an article entitled, *"Behind the Scenes of an RCMP Road Check"*.

Reporter Charlotte Helston described the ebb and flow of the road check as she accompanied Cst. Taylor. Most vehicles/drivers are waved through following a momentary examination by an officer, "but every once in a while, a driver is asked to pull to the side [of the roadway]." Cst. Taylor described how the odour of alcohol is easily detected in the crisp -16 Celsius air.

The article provided a sampling of the evening's occurrences from the detection of open liquor in a vehicle to the apprehension of an unlicensed limo driver forcing alternative travel arrangements for the passengers. The overall enforcement tally included: one 24-hour prohibition, four 90-day immediate roadside prohibitions, and five vehicle impoundments for impaired driving. The article concluded with Cst. Taylor citing the emotional and real costs impaired crashes cause to loved ones and communities.

Source: "Const. Taylor writes a ticket" (CHARLOTTE HELSTON /InfoTel Multimedia)

Drug Recognition Expert Program

In 2013, 71 specially trained Drug Recognition Expert (DRE) officers from nine police agencies across BC continued their efforts to enhance enforcement and training in both alcohol and drug-impaired driver detection.

Dedicated funds were allocated in 2013 for DRE call-outs on overtime to optimize the detection and securement of short-lived evidence common to drivers impaired by illegal, prescription or over-the-counter drugs.

Funding was also used to train 144 officers from both the RCMP and independent municipal police forces in Standardized Field Sobriety Testing (SFST) to support the DRE program.
Seven new DRE-Instructors were trained in 2013 in preparation for two DRE courses to be delivered in early 2014. Throughout 2013, some 312 DRE evaluations were conducted in BC, including 221 for enforcement purposes and 91 for training purposes.

A Crown Counsel workshop in 2013, hosted by DRE Coordinators, brought together subject matter experts from the forensic laboratory, police, and leading Crown Counsel from across the country to enhance the DRE-related prosecutorial expertise of BC's Crown Counsel Reducing drug and alcohol-related driving incidents remains a provincial priority. As such, ETEP continues to support its partners in advancing understanding and training for enforcement of drug-impaired driving.

Island District - Capital Regional District Integrated Road Safety Unit

On April 18, 2013, after detecting the odour of burnt cannabis inside a vehicle at an impaired driving road check, Cst. Klein-Beekman, a Drug Recognition Expert, had the driver pull over to conduct Standardized Field Sobriety Tests. At the roadside, the odour of fresh cannabis was noted within the vehicle. An initial search located 8.5 grams of cannabis leaves/shake, a vaporizer, a pipe, a coffee grinder (used for grinding large quantities of cannabis), and a smaller manual grinder. A further search of the vehicle located 401 grams of cannabis bud in a storage compartment normally used to house a wheel jack. The 401 grams were contained in an odour catching garbage bag. The driver and passenger were arrested for possession.

Source: Capital Regional District Integrated Road Safety Unit.

Intersection Safety Camera Program

Photo credit: ISC Program

The Intersection Safety Camera (ISC) Program has been operating in British Columbia since 1999, to help reduce the high rate of intersection crashes – often very serious collisions because they frequently involve high speed and right angle crashes.

The image to the left is just one example of a red light violation captured by the ISC program. The vehicle is speeding through an intersection 24 seconds after the light turned red. The driver was fortunate not to have been involved in a serious collision.

Throughout 2013, there were 140 high collision sites throughout BC[15] with a dedicated digital camera at each location. The program is delivered in partnership with ICBC, RCMP and Police and Security Branch.

The cameras are operated strategically, at times of the day and week when data show the risk of collisions is greatest. This helps maximize crash reduction/public safety benefits.

In 2013, the ISC Program issued a total of 30,178 violation tickets (VTs), a decrease of approximately 2.3% compared to the 30,890 VTs issued in 2012. The number of violation ticket disputes dropped 12% in 2013 compared to 2012. Payment rates stayed stable with 90% of red light running offences being paid in 2013 compared to 91% in 2012.

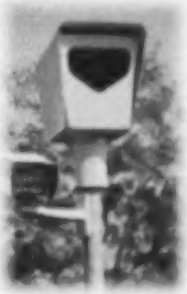


Photo credit: ISC Program

Table 2 Summary of ISC Violation Tickets Mailed (2011– 2013) [16]

	Upgrade in Progress	Upgrade in Progress	Fully Upgraded ISC Program	Analysis of Upgraded ISC Program
Year	**2011**	**2012**	**2013**	**2012 vs. 2013**
Violation Tickets Mailed	30,142	30,890	30,178	-2.3%

During 2013, program partners conducted an independent review to study the effects of the upgraded ISC Program on intersection collisions to ensure the best road safety results. The Road Safety Unit, Policing and Security Branch is a member of the Evaluation Team overseeing this study; results are expected in 2014.

[15] https://maps.google.com/maps/ms?hl=en&ie=UTF8&oe=UTF8&msa=0&msid=110832641771124554739.00049451 0b0891a4641f2&mid=1291843261

[16] Data from ISC Program

Integrated Municipal Provincial Auto Crime Team

The Integrated Municipal Provincial Auto Crime Team's (IMPACT) mandate is to develop and deploy strategies to reduce auto crime throughout the province. The unit has been operational since 2003 and consists of specialized auto theft investigators from seven police agencies in the Greater Vancouver area. IMPACT serves all RCMP and independent municipal police jurisdictions in BC. IMPACT enforcement consists of the Enforcement Team (ET), Investigative Team (IT), and the BaitCar Program (BCP).

The Integrated Municipal Provincial Auto Crime Team's (IMPACT) celebrated its 10th anniversary in 2013. When IMPACT first started pursuing car thieves in 2003, 70 people a day reported their vehicle stolen. By 2013 only 17 people reported a stolen vehicle on an average day. Vehicle theft decreased 75% in BC over the last decade, and theft from vehicles declined 17% in BC from 2012-2013.[17]

As part of the 2012 MOU, the RSU agreed to undertake a review of all IMPACT operations. Research, qualitative and quantitative analysis and stakeholder consultation formed the basis of the IMPACT review.

A review committee, consisting of ICBC, IMPACT and RSU members, conducted a series of stakeholder consultations; interviews with police officers were held; and an independent research consultant was contracted to analyze auto crime statistics and program data.

The final IMPACT Review report was endorsed by the ETEP Governance Council in 2013. The report presented findings relating to future trends of vehicle crime in BC and the BCP, as well as recommended options for the ET's role in continuing to track and apprehend auto thieves.

Governance Council endorsed a recommended option to set a new direction for IMPACT. This included encouraging IMPACT to analyze their operational structure with the goal of supporting a new five-year Strategic Plan and further involvement in long-term, integrated investigations of chronic offenders involved in vehicle crime.

Since the inception of IMPACT's 2007 Strategic Plan to 2013, the Enforcement Team has apprehended and arrested 506 auto thieves and recovered 1,386 stolen vehicles throughout BC. Additionally, the BCP has led to the arrest of 469 auto thieves. Between the two successful IMPACT programs, a total of 975 arrests have been made relating to auto theft over the last seven years.

[17] March 2014, JAG media release, http://www.newsroom.gov.bc.ca/2014/03/april-is-auto-crime-enforcement-month.html

Table 3 Summary of IMPACT Arrests and Stolen Vehicle Recovery (2011– 2013) [18]

	2011	2012	2013	2012 vs. 2013
BaitCar Program Arrests	61	64	65	+1.5%
Enforcement Team Arrests	67	90	59	-34%
Total IMPACT Arrests	128	154	124	-19%
Stolen Vehicle Recovery	161	140	150	+7.1%

The BCP continued to catch auto thieves in 2013, with a stable trend in arrests relating to both thefts from vehicles and stolen vehicle crimes. The Enforcement Team saw a decrease in the number of arrests made in 2013. This was largely due to the ET's involvement in several long-term investigations focussing on chronic auto thieves. These long-term investigations often involve enforcement units in several jurisdictions, tracking and apprehending known and dangerous offenders involved in auto theft and other criminal activities. The Enforcement Team recovered 150 stolen vehicles in 2013, which is a 7% increase compared to 2012.

Air One & Two – Traffic Safety Helicopters

BC's Traffic Safety Helicopters (TSHs), also known as Air 1 and Air 2, support traffic units in their efforts to limit the harm done by drivers on BC roads; in particular aggressive and impaired drivers as well as those involved in auto crimes. Air 1 and 2 also provide enforcement support for patrol vehicles responding to other types of public safety emergencies.

The TSHs were purchased in 2004 (Air 1) and 2009 (Air 2) through a partnership between the RCMP, ICBC and the province. The TSHs serve over 17 communities in the Lower Mainland where they assist in locating and monitoring suspects and vehicles that have fled from ground units.

Table 4 Summary of Air 1 and Air 2 Outputs (2011 - 2013)

Air 1 and 2 Outputs	2011	2012	2013
Arrests	158	83	77
MVA sanctions for alcohol/drug related driving [19]	40	21	15
MVA violation tickets	78	52	16
Vehicles Impounded	94	59	34
Stolen vehicles recovered	118	41	64
BaitCar assists	8	5	0

[18] Data from IMPACT program area, Jan, 2014.
[19] *MVA* sanctions for alcohol/drug related driving include 24 hour suspensions for alcohol/drugs and Immediate Roadside Prohibitions.

Automated Licence Plate Recognition

The Automated Licence Plate Recognition (ALPR) program is designed to make BC roads safer by identifying licence plates associated with stolen vehicles, prohibited drivers, unlicensed drivers, uninsured vehicles, stolen vehicles and vehicles linked to persons subject to a *Criminal Code* arrest warrant.

In British Columbia, police agencies use ALPR to remove unlawful drivers from the roads by identifying *Motor Vehicle Act* infractions and criminal activity that would, in many circumstances, go undetected.

RCMP "E" Division Traffic Services is responsible for the daily management and delivery of the ALPR program for all police agencies that use this technology in BC. ALPR technology consists of cameras mounted in or on police vehicles that capture images of vehicle licence plates and instantly check the licence plates against a secure police database.

When a scanned license plate matches a licence plate in the police database, the sytem issues an alarm indicating a 'hit'; this confirms the licence plate is associated with someone already wanted by police, suspended/prohibited from driving, driving without insurance, or driving without a licence.

Table 5 Summary of ALPR Hits and Action Taken (2011 – 2013)

Year	# of Plates read	# of 'Hits'	% of 'Action taken'[20]	% of Charges[21]	% of 'Other police response'[22]
2011	3,660,779	53,197	32%	32%	11%
2012	3,736,817	43,723	33%	34%	10%
2013	3,186,409	35,731	35%	31%	10%

On average about 1% of all licence plates read result in a 'hit' (2011 to 2013); out of the 1% of hits, about 33% result in police laying a charge; in approximately 10% of the hits, police take non-charge actions, such as serving notice of a driving prohibition or impounding vehicles.

The top four 'charge' activities resulting from licence plate 'hits' for the years 2011 to 2013 were:

1. No Driver's Licence – on average 16% of all charges
2. No Insurance – on average 7% of all charges
3. Other *Motor Vehicle Act* offences – on average 6% of all charges
4. Drive while Prohibited/Suspended – on average 2% of all charge

More information on the use of ALPR by traffic enforcement in BC can be found on the Policing and Security Branch website[23].

[20] "Action taken" refers to instances where police laid charges pursuant to the *CCC* and/or *MVA*.
[21] "Charges" represents the percent of *CCC* or *MVA* charges that were laid from the '% of action taken' category.
[22] "Other enforcement action' represents the percent of police taking some enforcement action/property recover/seizure other than a *CCC* or Provincial statute charge (although includes *MVA* sanctions such as IRP's and ADP's) from the 'percent of action taken' category.
[23] http://www.pssg.gov.bc.ca/policeservices/roadsafety/index.htm#licenceplatecameras

Integrated Road Safety Units: District Priorities

IRSUs provide enforcement throughout BC using a strategic and intelligence-led framework that helps pinpoint and target the driver behaviours that cause the most harm in their districts.

They are five identified priorities based on fatal and serious injury collision causal factors in BC: impairment (alcohol/drugs), intersections, seatbelts, speed and distracted. Each district in BC experiences the five priorities as contributing factors in crashes to varying degrees. Some areas in which IRSUs operate may document more issues with speed than distractions, while others may experience higher levels of impaired driving in comparison to intersection crashes.

Each district has prioritized two of the top five provincial priorities for enhanced enforcement measurement purposes. The goal is to provide the right enforcement at the right place at the right time for the right reason.

Table 6 IRSU Performance Measure Counts[24][25]

ETEP Performance Measures Counts per 100,000 Population					
Performance Measure Enforcement Activity Relational to District Issues		**Issues** (2 out of top 5 per District)	**2009 - 2012 Baseline Fatal & Injury Data Average per 100,000 Population**	**2013 Target**	**2013[26] Actual Fatal & Injury Data per 100,000 Population**
Lower Mainland	1	Intersections	212	Reverse upward trend	218
	2	Alcohol and Drug Impaired Driving[27]	37	Downward trend	30
Southeast District	1	High-Risk Driving	280	Downward trend	254
	2	Distracted Driving	236	Downward trend	233
North District	1	Impaired Driving	80	Downward trend	78
	2	Occupant Restraints	41	Reverse upward trend	38
Vancouver Island District	1	High-Risk Driving	310	Downward trend	259
	2	Alcohol and Drug Impaired Driving	65	Downward trend	48

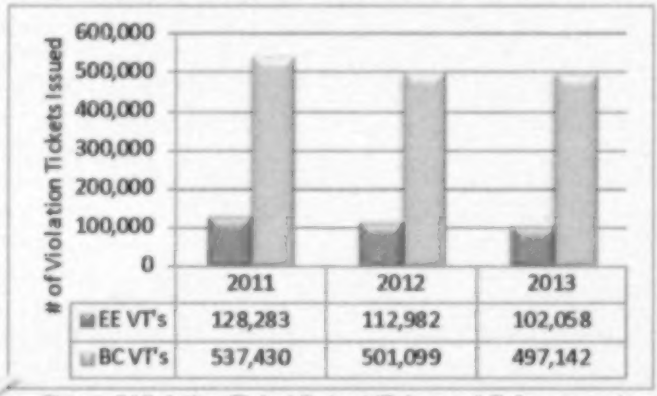
[24] RCMP, ETEP Performance Measures, March 20, 2014.
[25] 'High-Risk' is defined as failing to yield, speeding, following too closely and ignoring a traffic control device.
[26] 2013 data are considered preliminary and may change.
[27] At the federal level, impaired driving refers to Criminal Code Charges related to use of alcohol and drugs.

Violation Ticket Output[28]

A significant number of the violation tickets issued by police officers (both RCMP and independent municipal police officers) and IRSU officers consist of the five priority enforcement areas. However, other infractions, such as commercial vehicle and pedestrian-related offences, also contribute to fatality and injury figures and warrant enforcement action.

In order to provide context for the violation tickets generated by enhanced enforcement officers, those tickets are presented as a subset of the overall provincial total.

In 2013, Enhanced Enforcement (EE) contributed approximately 21% of violation ticket output to the provincial total. The three-year (2011 to 2013) average EE contribution to provincial violation ticket output is 23%.



	2011	2012	2013
EE VT's	128,283	112,982	102,058
BC VT's	537,430	501,099	497,142

Figure 8 Violation Ticket Output (Enhanced Enforcement as a subset of Provincial Total)

Source: FV IRSU, photo: Cpl. Roberts, "E" Div Pipeline/Convoy Coordinator

Fraser Valley Integrated Road Safety Unit

On Sept. 15, 2013, Cst. Desrosiers made an interesting discovery at a Surrey traffic stop after smelling fresh marihuana and arresting the driver.

Inside the vehicle were 3 sealed "tuna cans" devoid of labels. Each can weighed far less than a typical can of tuna. Upon questioning the driver, Cst. Desrosiers learned that each can contained 28 grams (1 ounce) of marihuana, each purchased for $150.00. While the three sealed cans were entirely odourless, Cst. Desrosiers' attention was alerted by a fourth can opened in the car earlier by the driver.

This previously undetected method of marihuana concealment was then shared with other detachments, departments, and units.

[28] IRSU, IRSU Overtime and Enhanced Road Safety Enforcement Initiative (ERSEI) Violation Ticket output excludes *MVA* alcohol sanctions and infractions.

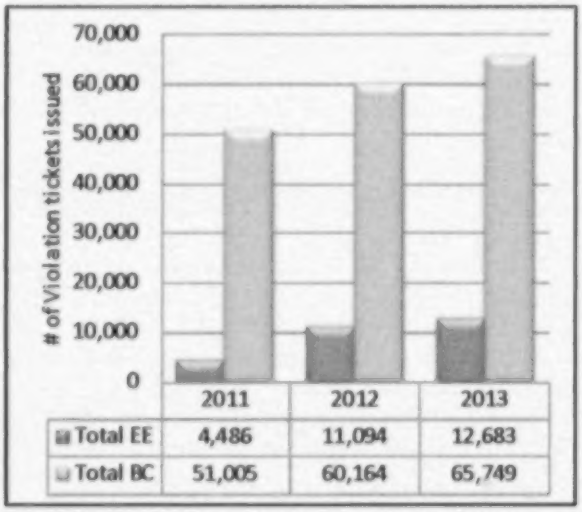
Distracted Driving

The use of personal electronic devices such as smart phones, for either phone calls or texting while driving, is a contravention of the *MVA* under section 241.1 that can result in a $167 fine and potentially three penalty points added to a driver's record.

The problem of distracted driving continues to be a source of concern for police. As a result, the BC Association Chiefs of Police endorsed an additional enforcement campaign to try and raise awareness of the dangerous driving behaviour.

Despite ongoing enforcement and education campaigns, there is no lack of opportunity for police to identify violators. In 2011, police were issuing on average about 4,250 distracted driving tickets per month. In 2013, police issued on average 5,479 tickets per month; about 29% increase over 2011.

In 2013, EE[29] contributed almost 20% of distracted driving violation tickets to the provincial total. EE's contribution of distracted driving violation tickets to the provincial total doubled from 9% in 2011 to approximately 18% in 2012.



	2011	2012	2013
Total EE	4,486	11,094	12,683
Total BC	51,005	60,164	65,749

Figure 9 Distracted Driving Violation Ticket Output (Enhanced Enforcement as a subset of Provincial Total)

Lower Mainland District Traffic Services & Surrey RCMP Traffic Services

On Hallowe'en 2013, the *Peace Arch News* reported, *"Zombie police help ID distracted South Surrey Drivers,"* as members from Deas Island Traffic Service costumed as Zombies reported traffic offences observed to uniformed colleagues deployed further down the street. The joint enforcement operation netted 45 violation tickets, including 28 for drivers using handheld devices.

Source: "Zombieguys" picture from LMDTS; same image utilized in Peace Arch News article.

[29] VTs used in the EE category included the tickets issued by IRSU and ERSEI.

Positive spin-offs

The small RCMP municipal traffic section in Penticton, BC is always looking for innovative ways to engage the public and themselves when it comes to traffic law enforcement.

They recently stumbled upon an idea that had some unexpected benefits. As most of us are aware, cellphone use and distracted driving is a major concern that's difficult to enforce through the use of marked patrol units.

The officers enlisted the help of the local school bus contractor in an attempt to increase enforcement. The initial idea was to ride with the driver on his route, allowing an elevated view of the roadway, through what was almost a mobile viewing platform.

While the enforcement aspect of the program was successful, they hadn't anticipated the positive responses by the bus contractor, drivers, school district administration and parents. In their attempt to enforce the *Motor Vehicle Act* as it related to distracted driving, they were also positively engaging their other partners — most importantly the youth that ride the bus each and every day. Surprise to see a uniformed police officer on the school bus soon led to curiosity and questions posed to the officers by the youth on the buses. As most members are aware, sometimes youth can be reluctant to engage in open dialogue with police. The Penticton officers found the situation created the opposite effect. The youth asked questions, observed what members were doing, and in no time, they were spreading the word via social media that police were on the buses. As the word spread, parents as well as local media became involved in the program. The officers received many positive comments, and the interaction with the youth was an extremely positive spin-off. When time and resources permit, we continue to jump on the buses. By doing so, we successfully enforce the Motor Vehicle Act, we engage with several partners of the community, we engage the youth — and have fun doing it all!

The traffic section in Penticton, B.C., put one of their members on a school bus, resulting in success on both the traffic enforcement and youth engagement sides of their work.

Credit: Mark Brett, Penticton Western News

Source: Cpl. Manchulenko, RCMP "E" Division

Speed

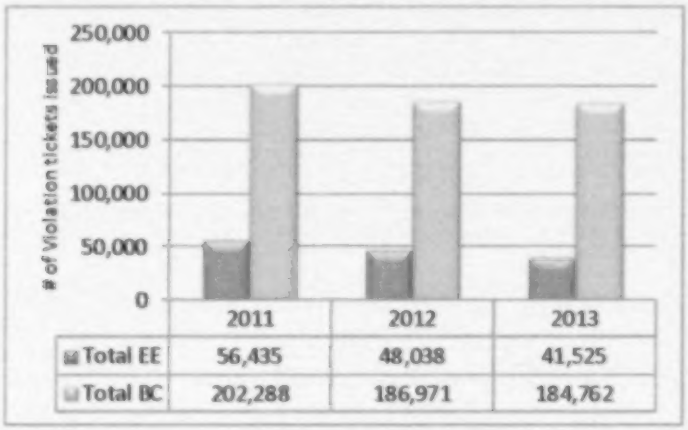
Speed remains a significant factor in vehicle crashes, so traffic officers continue to use tactics to deter speeders while at the same time educating drivers. Speeding covers everything from driving too fast for conditions to speeds normally seen on racetracks, not highways.

In recent years, 'excessive speed' or speed 40km/hr over the posted limit has emerged as a new focus for traffic enforcement.

Police can impound any vehicle caught going more than 40km/hr over the posted limit. Vehicle impoundment is a powerful deterrent, depriving the first-time offender of their vehicle for a full week along with large fines and fees.

Photo credit: ICBC

Figure 10 Speed-related Violation Ticket Output (Enhanced Enforcement as a subset of Provincial Total)



	2011	2012	2013
Total EE	56,435	48,038	41,525
Total BC	202,288	186,971	184,762

In 2013, EE contributed about 23% of all speed-related violation tickets to the provincial total.

In 2011 and 2012 respectively, EE contributed approximately 28% and 26% of speed-related[30] violation tickets to the provincial total.

Speed-related violation tickets issued by EE decreased 15% from 2011 to 2012, and decreased 14% from 2012 to 2013.

[30] Speed related output includes unsafe speed and excessive speed with vehicle impoundment.

Seatbelts (Unrestrained Occupants)

According to a Transport Canada study (2011)[31], BC has the second highest percentage (96.6%) of occupants using seatbelts in the country. This has been achieved, in part, by the dedicated focus of enforcement officers and road safety partners. However, each year, drivers and passengers continue to be seriously or fatally injured as a result of using restraints improperly or not wearing seatbelts at all.

Police collision reconstructionists report that with improved engineering in modern vehicles, proper wearing of occupant restraints, including child safety seats, is the single most important factor to reducing injuries and fatalities in motor vehicle occupants.

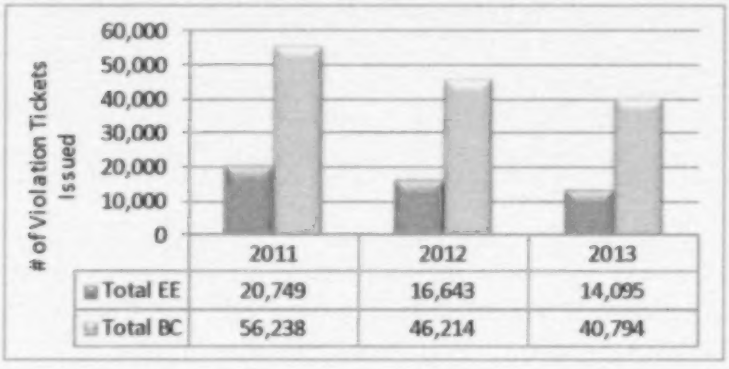
Photo credit: ICBC

IRSU officers target regions where lack of seatbelt use continues to contribute to serious injuries and fatalities.

In 2011, EE contributed approximately 37% of unrestrained occupant[32] violation tickets to the provincial total. In 2012, the EE contribution was approximately 36% and in 2013 the EE percentage was approximately 35%.

From 2011 to 2013, EE contributed an average of 36% of unrestrained occupant violation tickets to the provincial total. Unrestrained occupant violation tickets issued by EE decreased 20% from 2011 to 2012, followed by another 15% decrease from 2012 to 2013. The decrease in unrestrained occupant violation ticket output may be a function of enforcement's focus on other priority issues such as impaired and distracted driving.

Figure 11 Unrestrained Occupant Violation Ticket Output (Enhanced Enforcement as a subset of Provincial Total)



	2011	2012	2013
Total EE	20,749	16,643	14,095
Total BC	56,238	46,214	40,794

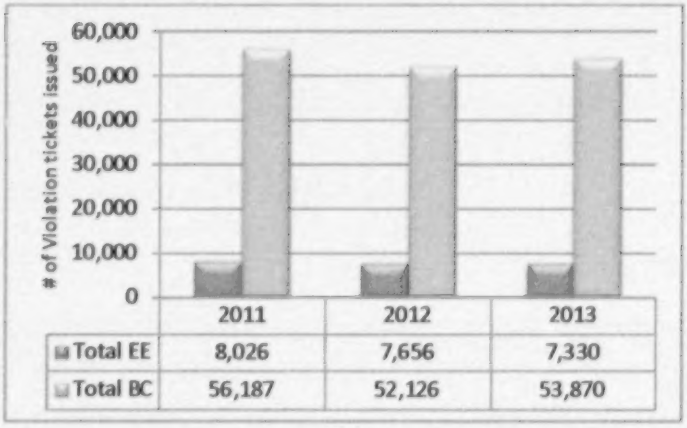
[31] Road Safety in Canada. http://www.tc.gc.ca/eng/roadsafety/tp-tp15145-1201.htm#s31

[32] Unrestrained persons include those identified as not wearing a restraint (seatbelt, lap belt, infant and child restraint system and booster seat).

Intersections

According to a five-year average of ICBC reported incidents from 2008 – 2012, approximately 60% of all crashes in BC occur at intersections (about 233 crashes every day)[33]. Because of the variety of driving decisions and the interaction of drivers, pedestrians and cyclists, these are locations where all road users need to be extra cautious and aware of their surroundings.

Active enforcement of intersections is carried out to help reduce intersection infractions and reduce the number of injuries and fatalities.



	2011	2012	2013
Total EE	8,026	7,656	7,330
Total BC	56,187	52,126	53,870

Figure 12 Intersection Violation Ticket Output (Enhanced Enforcement as a subset of Provincial Total)

In 2011, EE contributed approximately 14% of intersection violation tickets to the provincial total. In 2012 and 2013, EE contributed approximately 15% and 14% respectively to the provincial total. From 2011 to 2013, EE contributed an average of 14% of intersection VTs to the provincial total. Intersection violation tickets issued by EE decreased 5% from 2011 to 2012 and decreased 4% from 2012 to 2013.

North District Integrated Road Safety Unit

On August 24, 2013, a North District IRSU member apprehended a trio of travelling criminals after stopping a vehicle for displaying an expired insurance decal and an expired Alberta Temporary Operating Permit.

All three occupants of the vehicle were bound by various court conditions and the driver's licence information did not match the driver. All were arrested for their respective breaches. While the IRSU member noted a large quantity of merchandise in the back hatch of the vehicle as part of the vehicle contents inventory, dispatch relayed a "just reported" fraud from a local business. Follow-up investigation revealed a second fraud from another local business. Video surveillance at these businesses depicted all three suspects perpetrating the offences and the suspects were remanded in custody.

Months later, one culprit was sentenced to one year in jail, less 62 days for time served, for various frauds valued at over $9,700. A second culprit in the case received 20 days in jail and one year probation, while the third culprit's case remains before the court.

Source: North District IRSU.

[33] http://www.icbc.com/road-safety/safer-drivers/intersection-safety

Impaired Driving (Alcohol and Drugs)

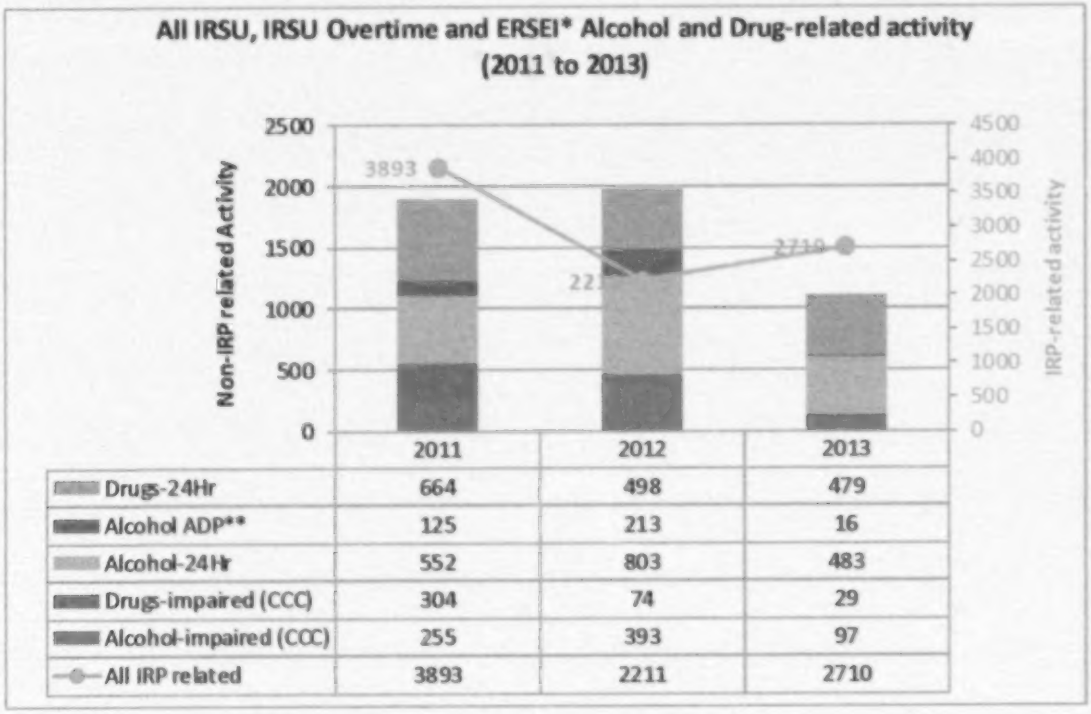
IRSUs and other traffic enforcement officers continued their focus throughout 2013 on identifying and removing alcohol and drug impaired drivers from BC roads.

Enhanced traffic enforcement activity for IRSUs, IRSU overtime and ERSEI relating to drug and alcohol driving:

- there was a dip in Immediate Roadside Prohibition (IRP) activity in 2012 but an increase in alcohol-impaired *Criminal Code* charges and alcohol-24 hour violations
- 2013 saw an overall reduction in enhanced traffic enforcement activity relating to alcohol-impaired *Criminal Code* charges and drug-impaired *Criminal Code* charges, but an increase in the use of provincial Immediate Roadside Prohibition (IRP) related sanctions.[34]

The stabilization in enhanced enforcement output around impairment may be partially due to the success of driving down alcohol-related crashes while other issues appear to be on an upward trend with respect to casualty crashes such as distracted driving.

Figure 13 IRSU and ERSE Outputs on Drug and Alcohol Enforcement Activity



	2011	2012	2013
Drugs-24Hr	664	498	479
Alcohol ADP**	125	213	16
Alcohol-24Hr	552	803	483
Drugs-impaired (CCC)	304	74	29
Alcohol-impaired (CCC)	255	393	97
All IRP related	3893	2211	2710

*ERSEI is the Enhanced Road Safety Enforcement Initiative.
** ADP stands for 'administrative driving prohibitions'.

[34] Note: The decrease in IRP-related activity in 2012 may be linked to the roughly six-month suspension of 'fail' sanctions while the Government addressed process changes required by the Court.

BC Association of Chiefs of Police
Traffic Safety Committee

The RSU provides funding and secretariat support for executive and general meetings of BC Association of Chiefs of Police Traffic Safety Committee (BCACP TSC). The BCACP TSC general membership, which is comprised of traffic police and road safety partners, meets twice a year.

The TSC's work is supported by three sub-committees: Enforcement; Administration, Training and Recognition; and Legal, Procedural and Technical. Additionally, a special working group, the Breath Technicians Advisory Committee, addresses matters related to impaired driving enforcement, reporting through the Legal, Procedural and Technical Sub-Committee. Together, these working forums serve to study and advance road safety enforcement issues.

In 2013, the BCACP TSC endorsed the following eight motions for the attention of the BC Association of Chiefs of Police:

1. Endorse the 2013 provincial enforcement campaign schedule
2. Request stronger sanctions for "use of an electronic device while driving" provisions in the *Motor Vehicle Act*, including escalating penalties for repeat infractions
3. Recommend establishing new offences within the *Motor Vehicle Act* of "Driving Without Due Care and Attention Causing Bodily Harm and Driving Without Due Care and Attention Causing Death" along with appropriate minimum/maximum penalties
4. Recommend creation of an offence for leaving vulnerable individuals/living creatures unattended in motor vehicles in circumstances of severe weather
5. Endorse the Canadian Police Knowledge Network re-certification process to ensure all qualified breath technicians in BC pass a standardized annual assessment
6. Request the BC Medical Association (BCMA) support national, provincial and local initiatives addressing drug impaired driving and that the BCMA request government to develop new legislative and practical tools to help detect/remove drug impaired drivers from BC roads.
7. Add one additional Provincial Enforcement Campaign, dedicated to distracted driving and occupant restraint for the month of February
8. Endorse the 2014 provincial enforcement campaign schedule

Table 7 BCACP TSC Provincial Enforcement Campaign Schedule (2013)

Month	Campaign
May 1 – 31	High Risk Driving Campaign
July 1 – 31	Summer Impaired Driving Campaign (Alcohol/Drug)
September 1 – 30	Occupant Restraint Campaign Distracted Drivers Campaign
November 1 - 30	Speed Relative to Conditions Campaign
December 1, 2013 – January 1, 2014	Winter Impaired Driving Campaign (Alcohol/Drug)

Research, Policy and Training

Study of Provincial Baseline Traffic Policing: 2006 – 2011

The *Study of Provincial Baseline Traffic Policing 2006 – 2011,* an MOU requirement, was completed by the Road Safety Unit (RSU) and endorsed by the Governance Council in 2013. The purpose of the study was to examine baseline basic police traffic resources involved in the enforcement of road safety in BC for the years 2006 through 2011, and update information on traffic-related baseline resources and policing in BC.

Representatives of the RCMP Provincial and Municipal traffic services units as well as RCMP Corporate Management and Comptrollership Branch provided information on baseline traffic services resources. Similar information was obtained through an on-line survey from nine independent municipal police agencies with dedicated traffic services units (Abbotsford, Central Saanich, Delta, New Westminster, Port Moody, Saanich, Vancouver, Victoria and West Vancouver).

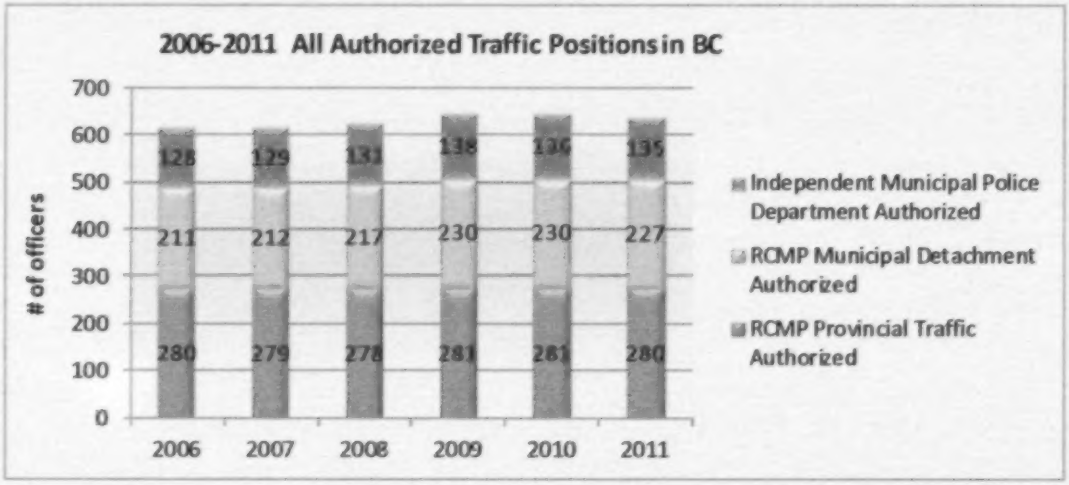
Several police agencies in BC do not have dedicated traffic units. These include: Nelson, Oak Bay, Stl'atl'imx Tribal, BC Transit and CN Police. These agencies rely on all uniformed members to conduct traffic enforcement as a regular part of their duties to meet community safety needs.

Key findings:

The total provincial authorized strength of police officer FTEs devoted to traffic by the RCMP and independent municipal police agencies with dedicated traffic units in BC increased by 23 FTEs from 619 in 2006 to 642 FTEs in 2011 (+3.7%).

The study found that community safety priorities affect police operations and resourcing decisions. Baseline traffic resourcing levels in BC increased over this study period and have returned to a point slightly above where they were fifteen years ago.

Figure 14 BC Resources Reviews 2013 - Authorized Traffic Positions



Costs for policing have increased in mid-teen percentages across BC. This has affected vacancy patterns to varying degrees as police managers work to balance actual FTEs to meet their policing budgets. Technology and better equipment have made traffic enforcement practices easier and produce more thorough documentation. Training and modernization of police investigational practices have also given better tools to the individual officer to perform traffic duties more effectively.

Finally, improvements in legislation, enforcement policies, training, operational standards and accountability expectations within the RCMP provincial contract have helped create a more modern traffic services environment.

Speed Corridor Demonstration Project

The Speed Corridor Demonstration Project (SCDP) study design and planning was initiated in 2013 for implementation in 2014. The SCDP is one of two studies required by the ETEP MOU. The purpose of this study is to investigate the effect of enhanced traffic law enforcement on driver speeds on a selected urban corridor. Speeding is defined as traveling above the posted speed limit.

The SCDP is structured as a 'demonstration project' to determine whether a reduction in driver speeds can be achieved with enhanced traffic enforcement – in this case, delivered through the Fraser Valley Integrated Road Safety Unit. The SCDP study period, from March through to August, 2014 in Surrey, BC, will use both a baseline period and an intervention period. During the baseline, only regular traffic services will conduct enforcement on the participating corridors; during the intervention, one treatment corridor will receive an enhanced level of speed enforcement by Fraser Valley IRSU. The SCDP will attempt to compare road safety outcomes between the two time periods to assess whether enhanced enforcement impacts driver speeds.

Winter Tires

The BCACP Traffic Safety Committee Legal, Policy and Technical Subcommittee is tracking winter tire and chain requirements as a trending issue for road safety enforcement and public safety.

As part of the Ministry of Transportation and Infrastructure's (MoTI) consultation on Rural Highway Safety and Speed Review which commenced in 2013, police and the Road Safety Unit advanced the June 2012 BCACP Winter Tires motion. MoTI staff were asked to consider the latest tire safety and performance research as part of the Review.

Following an October 2013 meeting between police, Policing and Security Branch and MoTI on the topic of winter tires, common messaging was developed encouraging motorists to equip their vehicles with the best possible winter tires – those bearing the 'mountain & snowflake' symbol. This joint messaging was used throughout 2013 winter driving campaigns and awareness efforts.

MoTI also announced that a technical review of the existing definition of winter tires and chains would be included in their Rural Highway Safety and Speed review.

Photo source: Free internet images

Advanced Traffic Training

On-Line Annual Recertification Protocol for Qualified Breath Technicians

In 2013, the BCACP endorsed the development and implementation of an annual re-certification knowledge test for qualified breath technicians (QTs) to be delivered on-line by the Canadian Police Knowledge Network (CPKN).

Throughout 2013, a committee of police and forensic laboratory subject matter experts, along with government representatives, worked with CPKN to develop the Intox EC/IR II Proficiency Examination (British Columbia) online recertification process. This knowledge-based annual QT recertification procedure meets the recommendations of both the national and provincial alcohol test committees.

The new automated assessment tool includes an imbedded video review and a knowledge examination, as well as administrative supports including automated QT notifications, completion certificates and reports for each police department QT supervisor. The on-line recertification process will be available at a minimal cost to each agency, eliminate the need for QT supervisors to conduct individual observations of each QT, and ensure that QTs review Intox EC/IR II training manuals in order to be successful in their recertification.

This new assessment tool for British Columbia QTs will be implemented in May 2014.

Justice Institute of British Columbia (JIBC)

The RSU provides funding to the JIBC principally for municipal police officers to receive specialized traffic-related training. In recent years, the JIBC and the RCMP Pacific Regional Training Centre (PRTC) have explored opportunities to maximize training efficiencies; this has resulted in some RCMP IRSU officers accessing JIBC courses while some independent municipal officers have attended PRTC courses.

The JIBC program provides advanced traffic training on areas such as:

- Impaired driving detection and Standardized Field Sobriety Testing
- Blood Alcohol Content (BAC) testing certification
- On scene collision investigation
- Crime scenes diagramming
- Forensic mapping
- Commercial Vehicle Police Enforcement
- Drug Recognition Expert
- Collision analysis, and
- Pedestrian collision

Table 8 JIBC Advanced Traffic Training Courses and Participants (2011 – 2013)

Course Description	# of Participants		
	2011	2012	2013
BAC Datamaster C Certificate Course	21	n/a	n/a
Basic Collision Investigation	27	10	16
Commercial Vehicle Police Enforcement	7	16	15
Drug Recognition Expert	18	-	5
Intoximeter Conversion Course	n/a	118	70
Intoximeter Certification Course	n/a	-	20
Standard Field Sobriety Test	18	-	16
Total Participants	91	144	142

In 2013 JIBC delivered numerous advanced traffic training courses, however the bulk of the training was focused on ensuring officers completed the Intoximeter conversion course.

Almost all municipal Datamaster operators converted to the new Intoximeter instrument in 2013. The other item of note is that the JIBC began recruiting new instructors for all courses as many experienced instructors begin, or have near future plans, to retire.

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